

GENERAL:

1. For "W2 Cap Beam Reinforcement Details" sheets, the Contractor shall verify all controlling field dimensions before ordering or fabricating any material. Reinforcement details reflect strict adherence to the location of pier column reinforcement defined on "Pier W2 Details No. 5" sheet.
2. Spacing dimensions are plumb unless noted otherwise.
3. Reinforcement spacing may be adjusted to avoid PT ducts if required.
4. Contractor shall adjust reinforcing to account for slope transitions, overhangs, and blockouts.
5. Contractor may adjust location of the drain inlets to avoid interference with reinforcing and/or PT ducts.
6. Post-Tensioning anchorage details reflect industry standard geometry. Actual dimensions may vary depending on supplier. It shall be the Contractor's responsibility to accommodate the actual system to the plan geometry.
7. Local confining spiral reinforcement for tendon anchors shall be provided by PT tendon hardware suppliers; not shown for clarity.
8. Contractor shall remove the corrosion protection from all reinforcing above the pier top slab prior to pouring the W2 cap beam concrete.
9. Adequate fabrication and placement of all permanently embedded items may require more stringent tolerances than ordinary industry standards. It shall be the Contractor's responsibility to ascertain the adequate fabrication and placement of all permanently embedded items within the geometric constraints of the plans.

CROSS-REFERENCES:

1. For tie-down cable top access slab reinforcement details, see "Cable Tie-Down Details" sheets.
2. For bikepath connection details, see "Bikepath Details" sheets.
3. For blockout reinforcement, see "W2 Cap Beam Blockout Details" sheets.
4. For epoxy AC overlay limits, see "W2 Cap Beam Reinforcement Details No.49" sheet.
5. For jacking frame blocking, see "West Jacking Frame Details" sheets.
6. For layer identification, see "W2 Cap Beam Reinforcement Details No.6, No.16, No.22 and No.25" sheets.

DETAILS:

1. All reinforcing steel shall be ASTM A706, Grade 420.
2. Typical clear cover to skin reinforcement is 80 mm.
3. At locations where reinforcement is cut to clear embeds, PT and blockouts, the typical clearance is 80 mm.
4. Non-Contact Splice:

a. Max non-contact lap splice=150 mm

b. Min lap length for #19 = 500 mm

c. Min lap length for #25 = 1100 mm

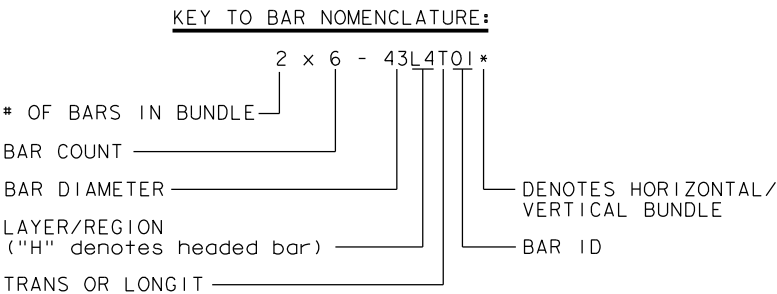
d. Min lap length for #29 = 1500 mm
5. Locations of bar lap splices and/or mechanical splices not shown for clarity; splices in adjacent reinforcement shall be staggered.
6. At the Contractor's option, lapped reinforcement shown on the plans may be substituted with continuous reinforcement.

REINFORCEMENT INDEX:

1. For top mat reinforcement, see "W2 Cap Beam Reinforcement Details No.2 to No.8" sheets.
2. For bottom mat reinforcement, see "W2 Cap Beam Reinforcement Details No.9 to No.18" sheets.
3. For transverse reinforcement, see "W2 Cap Beam Reinforcement Details No.19 to No.25" sheets.
4. For diaphragm reinforcement, see "W2 Cap Beam Reinforcement Details No.26 to No.29" sheets.
5. For jacking saddle reinforcement, see "W2 Cap Beam Reinforcement Details No.30 to No.33" sheets.
6. For skin reinforcement, see "W2 Cap Beam Reinforcement Details No.34 to No.39" sheets.
7. For horizontal and vertical stirrup reinforcement, see "W2 Cap Beam Reinforcement Details No.40 to No.43" sheets.
8. For column region reinforcement, see "W2 Cap Beam Reinforcement Details No.44 to No.47" sheets.
9. For miscellaneous reinforcement, see "W2 Cap Beam Reinforcement Details No.48 to No.49" sheets.
- 10.For barlist and schedules, see "W2 Cap Beam Reinforcement Details No.50 to No.52" sheets.

BARLIST SCHEDULES:

Barlist schedules are provided for general guidance, and shall not be used as a basis for quantity estimates. Information provided in "W2 Cap Beam Reinforcement Details" sheets and "W2 Cap Beam Blockout Details" sheets shall govern the Barlist schedules. The Contractor shall reference these plans to develop barlist schedules for quantity estimation. Barlist schedules shall not be used for fabrication purposes. Final weights, lengths, and geometries shall be the responsibility of the Contractor.



DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	80	13.2/13.9	474R1	1204

REGISTERED ENGINEER - CIVIL

12-6-04

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

T.Y. LIN / MOFFATT & NICHOL
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SAN FRANCISCO, CA 94111

Caltrans now has a web site! To get to the web site, go to: <http://www.dot.ca.gov>

PROFESSIONAL ENGINEER

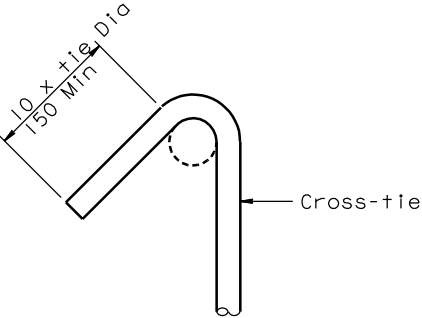
John Sun

No. C 54648

Exp. 12/31/05

CIVIL

STATE OF CALIFORNIA



135° SEISMIC TIE HOOK
No scale

LEGEND:

- Denotes headed bar reinforcement
- Denotes opening
- Symmetric

ABBREVIATIONS

- ES Each Side
- Longit Longitudinal
- Nom Nominal
- Opp Opposite
- Spa Spaces
- Trans Transverse
- Var Varies
- UNO Unless Noted Otherwise



FOR REVISIONS ONLY

1	07/21/06	W2 CAP BEAM 1SD	JD	AS	23
MARK	DATE	DESCRIPTIONS	BY	CH'D	CCO*
REVISIONS					

CONTRACT CHANGE ORDER NO. _____
SHEET ____ OF ____

ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS OTHERWISE SHOWN

R. Valizadeh/V.Toan/Y.L./W.L./F.C.
DESIGN OVERSIGHT

SIGN OFF DATE 07/21/06

DESIGN	BY J. Sun	CHECKED M. Chen
DETAILS	BY J. Duxbury	CHECKED M. Chen
QUANTITIES	BY S. Shi	CHECKED D. Harrison

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

R. Manzanarez
PROJECT ENGINEER

BRIDGE NO.
34-0006L/R
KILOMETER POST
13.2/13.9

SAN FRANCISCO OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT
SELF-ANCHORED SUSPENSION BRIDGE
(SUPERSTRUCTURE & TOWER)
W2 CAP BEAM REINFORCEMENT DETAILS NO. I

CU 04
EA 0120FI

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)
08/07/99 05/21/01 04/08/02 12/19/02

SHEET 057R1 OF

ORIGINAL SCALE IN MILLIMETERS
FOR REDUCED PLANS

FILE => I:\bb\04-012001\sas\contract plans and cco\cco\cco#23\dgn\aecap01r-c.dgn

Original Details Superseded

DATE PLOTTED => 09:43:32 USERNAME => p10m